

WENT TO THE
J ELBE'S RESCUE.

(Continued from First Page.)

61 The boat's grips and falls were frozen and the lanyards securing the falls also were frozen. The crew saved to the number of passengers saved is that the following orders were given by the officers of the Elbe:

"The Elbe went down about two minutes after we left her side."

"The explanation given by the surviving officers of the Elbe as to the proportion of the crew saved to the number of passengers saved is that the following orders were given by the officers of the Elbe:

Children to Be Saved First.

The children were to be saved first and then the women, and they were to be saved in the order of the Elbe's side, where the women and children were told to go. But almost immediately after these orders had been obeyed the Elbe went up to the promenade deck, so the women and children were saved.

The boat which brought the survivors away from the Elbe was one of the port boats and was the last to leave the ship. Acting upon the orders of Capt. von Gersdorff, Third Officer Stollberg and the crew, who were in charge of the boat, took their seats inside of her and then, when the water was creeping over the deck, it was a rush for the boat and anybody who could get into it did so.

The Unknown Steamer at Fault.

The Trinity pilot, Greenham, who, as already stated by himself, rushed on deck immediately after the collision, assisted the crew of the Elbe in firing the rockets which signalled the vessel's distress. It is understood that Greenham has been heard to express the opinion that the steamer which was in collision with the Elbe, was distinctly at fault, as she attempted to cross the bows of the Elbe.

The following statement of the disaster was officially given this afternoon to the Associated Press correspondent by the German Vice-Consul, Herr Bradshaw, and was corrected by him. The statement was made after sifting all the interviews with the survivors and cross-questioned the officers and crew, and may be classed as the consensus of the officers' opinions.

Settled Stern First.

The collision occurred forty-five miles from the North German Lloyd steamer, which was in the harbor of New York, and was corrected by him. The statement was made after sifting all the interviews with the survivors and cross-questioned the officers and crew, and may be classed as the consensus of the officers' opinions.

When questioned as to the action of the captain after the collision, the captain said that he might have given more orders, but they added, in the noise and confusion which followed the disaster, it was impossible to hear of any orders they had been given, at such a distance from the bridge.

In the midst of inquiries of every kind as to the cause of the accident, the identity of the steamer which rammed the Elbe, it was impossible to hear of any orders they had been given, at such a distance from the bridge.

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These coast-guardmen and Custom-House officers have been on duty continuously now for forty-eight hours, the whole force of both branches of the service having been on duty, but nothing has been seen of the missing boat, and not a vestige of wreckage from the Elbe has yet been washed ashore.

The great majority of people have already abandoned all hope of hearing of the rescue of any more of the Elbe's passengers or crew, many of the Yarmouth and Lowestoft fishing smacks are known to have been plying near the scene of the disaster, and they have not yet returned, which they certainly would have done had they picked up any survivors.

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stated Press entered the room which had been placed at their disposal at the Sailors' Home, he found them busily engaged in stitching up their tattered clothing which they managed to save. They were laughing and joking all the while, as if engaged in their daily work, and were exceedingly loth to converse on the subject of the disaster.

But when informed that the German Consul and the Trinity pilot had made statements, they were willing to talk. The sailors said they were asleep, when the collision took place. The strange steamer, they added, did not crash into the engine-room, but into the main-room, further aft. It was impossible to reach the forward boats as the bows of the steamer had risen high out of the water. The seamen then went aft and escaped in the manner described.

No Panic, but Great Confusion.

The rescued seamen steadily denied that there had been any panic on board the Elbe after the collision, but the excited manner in which they replied to the questions put to them on the point showed that great confusion had prevailed.

"Could we," they said, "stand there on the sinking ship and not spring into the boats before they were smashed to pieces?"

"I cannot swim at all," said one of the seamen, "and the distance between the boat and the ship's side was increasing."

"Did the captain give no orders?" was asked.

"Only one," was the reply: "and that was that all the women and children were to go to the starboard side. We were on the port side and remained there to give the women and children a chance and of course we could not help them."

"Did none of the passengers endeavor to leap into the boats?" was the next question.

"They could not," said the seamen addressed, "no high had the vessel tilted out of the water, and they were afraid to jump."

"What," interjected one man, "did not one of the passengers jump and nearly swamp the boat? A big, stout man?" And here the speaker, with a scowl on his face, made a gesture to represent a person of exceeding corpulence.

Too Many for the Boat.

"Nineteen men in a boat only made to hold fourteen," he continued; "we could not take any more on board. Besides,"—and he again made use of a dramatic gesture to depict the eddying of the whirlpool caused by a ship fast going down—would have been sucked into the vortex."

When questioned as to the action of the captain after the collision, the seamen said that he might have given more orders, but they added, in the noise and confusion which followed the disaster, it was impossible to hear of any orders they had been given, at such a distance from the bridge.

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only confusion was with the crew, who tried to save themselves.

Hoffmann's Great Grief.

"It seems strange, sir; but to see that those here are so few—out of the small number saved there are fifteen members of the crew. But many more might have been saved. Oh! God! My wife! My boy! Both are dead and I can't go to their graves!" Here the unfortunate man burst into tears. After a few minutes he continued:

"Yes. Many of the passengers had life-belts, but they were useless. The noise of the collision sounded no louder in my stateroom than the single beat of a big drum. But when I rushed on deck I found the passengers crowding about the boats and the crew running here and there and cutting the ropes about the tackles with which they were lashed."

"They were too proud on that ship-painting ropes which should have been cut, then they would have been limp. 'I saw no other vessel and no other light except the Elbe's lights. When I entered the boat they took my boy from me. Oh! God! My seven-year-old darling!"

"Sir, had I known it was not the Captain who ordered the women and children to the starboard side of the ship they would never have taken him from me. But, you see, I have been a military man, and I observed that up to the last moment."

"My wife was only twenty-seven years of age. Oh, God! She was a good woman. She was born in Nebraska of German parents. Her mother is now at Grand Island."

The End of a Happy Night.

"It was all so sudden. We had all been so happy the night before. There was a young fellow from Berlin who was going to Mobile, Ala. He was comical—sang songs and told funny jokes in the saloon."

"When the boat got away with a great deal of trouble, the Elbe being right on top of us, he suddenly shot a hundred yards from the ship when I saw a woman floating in the water. I tried to throw something to her, but somebody shouted:

"No. Save ourselves."

"I could not do that. Finally they got the boat up to her, and with the help of another man I drew her into the boat. I afterwards found out that her name was Anna Ruckert. Poor girl! She was almost dead with fright and cold. We put her in the bottom of the boat and did all we could to help her. We were all wet with water, which was pouring at our collars and descending into our boots."

Signals Not Seen.

"We first tried to row, but we found we made no headway and therefore tried to push the boat away with a small sail. It was impossible to hear of any orders they had been given, at such a distance from the bridge."

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\$12.00 & \$18.00
MEN'S SUITS
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MEN'S PANTS
Regular Price \$4.00 & \$5.00

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men from the family of Ernst Heeren, who is supposed to be about the lost Elbe. He is a son-in-law of Louis Bruckmann, of Hessel, Bruckmann & Lohracher, Custom-House brokers, at 27 William street.

He was the traveling agent for the wholesale dry-goods house of Victor & Scholtz, Leonard street, and had been in Europe making selections for the Spring trade.

Others came from the paints and varnishes establishment of Charles Wix & Co., 33 Dey street, to inquire for news of Charles Wix, the founder of the house, but retired since 1890 on account of ill health.

Mr. Wix was fifty-three years old, and had lived in Orange, N. J. He went to Europe to take the baths and consult specialists for nervous troubles a year ago, and two weeks ago wrote from Liverpool saying he should remain till Spring.

His name appears among the missing, however, and his son, Henry Wix, says that his father must have changed his mind suddenly.

Mrs. Wix is with a daughter, Mrs. Christian Padelford, 71 Orange street, East Orange. The unfortunate Charles Wix served as a Union soldier and was a sergeant. He was a member of Koltes' Post, G. A. R.

Mr. Perkins, of the Astor Place Bank, informed the inquiry for Mrs. Klippel, but was informed that her name did not appear on the passenger lists.

There was a photograph of the restaurant of Wibel & Widmann, 15 Beaver street, this morning. This was a fact which was not known to the captain, who is supposed to have gone down on his vessel, and there was a strong bond of friendship between the skipper and A. Wibel.

Mr. Klippel displayed a photograph of the captain's wife and their nineteen-year-old daughter.

Miss Wix spent a month with Mr. Wibel's family two years ago. The captain was fast friends with President Roosevelt, who was a member of the same society, and his daughter visited the latter's home two years ago. Anthony Gray, the wine merchant, who is a member of the same society, said that he had seen the captain, and that he had many tales to tell of the general, great-hearted captain of the Elbe. Coltrich & Co. are in receipt of many letters from the captain's family, with the replies they elicited, are given below.

PATRON, N. J.
Was Mendel Bloom on Elbe? Answer: quick.
Mr. Bloom was not a passenger.

Have you any news about the Elbe? Answer: quick.
The answer to this was:

Have no further news of Elbe excepting what is reported in the papers. OELRICHS & CO., 120 N. 2ND ST., NEW YORK.

Was J. B. Vinks a passenger on Elbe? Wire particulars at once.
The answer was:

Name of John B. Vinks appears on passenger list as soon as received.
T. J. MILLER, TORONTO, Ont.

Were any Toronto people aboard Elbe? Please forward passenger list.
BARLOW CUMBERLAND.

The answer:

Unable to say who were aboard Elbe, as we do not receive any news of arrivals, and steamers. If got any further particulars will wire.

Passenger list Elbe lost on Elbe. Were passengers aboard Elbe? Answer: quick.
The answer was:

Elbe sailed from Bremen yesterday, bound for New York. Reported sunk off Lowestoft, through collision. One boat landed with three officers and nineteen passengers aboard.

It appears that no Chicagoans were cabin passengers on the Elbe. The steamer list cable does not state where passengers were from.

NEWBURGH, N. Y.
Were Henry Nitzsch and Selim Herman aboard Elbe? Answer: quick.
The answer was:

The names of C. L. Hermann and H. A. Nitzsch appear on Elbe list cable from Berlin.

Wire whether William Warncke, steamer, was passenger on Elbe and lost.

Answer—Name William Warncke appeared on passenger list Elbe, cable from Berlin. Company has ordered steamer out to make thorough search.

Wire if Sam Lichtendoff was on steamer list of Elbe. Answer: quick.
The answer was:

Lower—Name W. S. SMITH & SONS, 120 N. 2ND ST., NEW YORK.

EDWARD HILLY & SONS
Special Alteration Sale
HOUSEFURNISHINGS, CHINA AND GLASSWARE.

Many Additional Bargains! New Supply of Special Leaders!

White Peeled Willow Clothes Baskets... 25c

BISSELL CARPET SWEEPER, 98c.

Two-ill Fancy Market Basket, 29c.

Copper Bottom Heavy Tin Wash Boiler No. 7... 39c.

ROTARY DOVER EGG BEATER, 7c.

Assorted Lot Nickel Table Bells, 9c.

ALCOHOL LAMP, To Heat Curling Iron, 10c.

CURLING IRON, 5c.

JAPANESE TRAY, 5c, 7c, 10c. each.